



**US Army Corps  
of Engineers**  
St Paul District

**APPLICANT: Sawyer County**

# **Public Notice**

**ISSUED: 3-Oct-2012**

**EXPIRES: 1-Nov-2012**

**REFER TO: 2004-01377-WMS**

**SECTION:404 - Clean Water Act**

1. APPLICATION FOR PERMIT TO discharge fill material into 4.47 acres of wetlands adjacent to the Namakagon River for improvements to the Sawyer County Airport and relocation of Airport Road.

## 2. SPECIFIC INFORMATION.

APPLICANT'S ADDRESS: Sawyer County  
P.O. Box 836  
Hayward, WI 54843

AGENT: Bolten & Menk, Inc.  
12224 Nicollet Avenue  
Burnsville, MN 55337

PROJECT LOCATION: The project site is located in Section 13, T. 41N., R.9W., Sawyer County, Wisconsin. The approximate UTM coordinates for the project site is Zone 15N., 620373E., 5098328N.

DESCRIPTION OF PROJECT: The purpose of the Sawyer County Airport Improvement project is to increase aviation safety and reliability by adding an Instrument Landing System (ILS) to allow aircraft to land when the weather conditions are poor. Sawyer County Airport currently has only non-precision instrument approach capabilities, which means that pilots only have horizontal guidance to the runway during instrument flight rules weather conditions. Vertical guidance is accomplished by the pilot descending in steps to a Minimum Decent Altitude as published in the instrument approach procedure. The published Minimum Decent Altitude for Sawyer County Airport is 400 feet above ground level, with required visibility of at least 1 - mile. If visual contact is not made with the runway at a predetermined point at the Minimum Decent Altitude (400 feet), then the pilot legally cannot land and must find an alternate airport. The closest alternative airport with an ILS is Rice Lake, approximately 58 miles away.

It is anticipated that an Instrument Landing System at Sawyer County Airport would reduce the Minimum Decent Altitude to approximately 300 feet above ground level with required visibility of at least  $\frac{3}{4}$  - mile. The Wisconsin Bureau of Aeronautics estimates this would increase annual flight operations approximately 0.58%, or 60 annually, based on 2007 flight operations data.

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The construction of an Instrument Landing System would require the following additional changes and improvements:

1. Relocation of Airport Road.
2. Installation of approach lighting and a glide slope antenna.
3. Construction of access roads and equipment shelter buildings.
4. Construction of a parallel taxiway/ramp expansion on the west side of the runway.
5. Obstruction removal of trees.
6. Land acquisition.
7. Relocation of a localizer antenna array, distance measuring equipment, and precision approach path indicator on Runway 20.
8. Removal of Runway 20 end identifier lights.

The Federal Aviation Administration (FAA) and Wisconsin Bureau of Aeronautics (WBOA) prepared a Final Environmental Assessment (FEA) for the project and determined the project would not have a significant impact on the human environment. The Corps has reviewed and provided comments and concurrence regarding the development of the project's purpose and need and the range of alternatives considered. The applicant's selected alternative will be evaluated by the Corps to determine if it is the least environmentally damaging practicable alternative.

**QUANTITY, TYPE, AND AREA OF FILL:** The proposed project would result in discharges of fill material into a total of approximately 4.47 acres of wetlands adjacent to the Namakagon River. The wetland impacts include 0.34 acres of wetland fill for the relocation of Airport Road, 1.92 acres of wetland fill for the construction of a parallel taxiway, 1.43 acres of wetland fill for the MALSR service access road, 0.53 acres of wetland fill for the construction of the glide slope antennae, and 0.25 acres of wetland fill for the runway safety area. Wetland fill impacts by wetland type include 3.88 acres of shrub-carr, 0.34 acre of shallow marsh, and 0.25 acre of coniferous swamp.

The proposed project would also require clearing 51.0 acres of shrub-carr and forested wetlands located on the north end of Runway 20. Wetland tree clearing by wetland type include 10.6 acres of shrub – carr, 11.7 acres of hardwood swamp and 28.7 acres of coniferous swamp.

**VEGETATION IN AFFECTED AREA:** The shrub-carr wetlands are dominated by Canada bluejoint grass, various sedges, meadow willow, bog birch and speckled alder. The shallow marsh is dominated by various sedges and rushes. The hardwood swamp is dominated by black ash, American elm, and speckled alder. The coniferous swamp is dominated by balsam fir, northern white cedar, tamarack and speckled alder.

**SOURCE OF FILL MATERIAL:** Fill material would be from a commercial source selected by the construction contractor.

**SURROUNDING LAND USE:** The surrounding land use is primarily rural residential and recreational associated with the Namakagon River. A county park is located across the road from the project site on the Namakagon River.

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THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE: Fuel, hydraulic fluid, lubricants, coolant, and other fluids commonly used by construction equipment would be expected to be present for construction of the project.

THE FOLLOWING PRECAUTIONS TO PROTECT WATER QUALITY HAVE BEEN DESCRIBED BY THE APPLICANT: An Erosion Control Implementation Plan would be developed to reduce erosion during construction of the project. The plan would require the use of silt fence, ditch checks, temporary sedimentation basins, matting, mulch, seeding, and sequencing of construction activities to protect water quality.

MITIGATION: The loss of wetland functions are proposed to be compensated for by debiting wetland credit from the Wisconsin Department of Transportation's (WDOT) Beaver Brook Wetland Mitigation Bank located in Washburn County, Wisconsin. Wetland compensation ratios would be established in accordance with the WDOT/WDNR Cooperative Agreement and the Wetland Mitigation Banking Technical Guidelines.

**3. REPLIES/COMMENTS.**

Interested parties are invited to submit to this office written facts, arguments, or objections within 30 days of the date of this notice. These statements should bear upon the suitability of the location and the adequacy of the project and should, if appropriate, suggest any changes believed to be desirable. Comments received may be forwarded to the applicant.

Replies may be addressed to Corps of Engineers, 15954 Rivers Edge Drive, Suite 240, Hayward, WI 54843.

Or, IF YOU HAVE QUESTIONS ABOUT THE PROJECT, call Bill Sande at the Hayward field office of the Corps, telephone number (715) 934 - 2170.

To receive Public Notices by e-mail, go to the St. Paul District web page at <http://www.mvp.usace.army.mil/regulatory/> and sign up by clicking on

[Email Notification of Public Notices](#)

on the left side of the web site under Notices.

**4. FEDERALLY-LISTED THREATENED OR ENDANGERED WILDLIFE OR PLANTS OR THEIR CRITICAL HABITAT.**

None were identified by the applicant or are known to exist in the permit area. However, Sawyer County is within the known or historic range of the following Federally-listed threatened (T) and endangered (E) species:

Species

Habitat

Canada Lynx (T)

While no resident populations are known from

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Wisconsin, the species occasionally occurs in northern forested areas, and counties listed are those with the highest likelihood of occurrence.

This application is being coordinated with the U.S. Fish and Wildlife Service. Any comments it may have concerning Federally-listed threatened or endangered wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

**5. JURISDICTION.**

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 08-02. We have made an initial determination that the aquatic resources that would be impacted by the proposed project are regulated by the Corps of Engineers under Section 404 of the Clean Water Act and/or Section(s) 9 & 10 of the Rivers and Harbors Act. The Corps will prepare an approved or preliminary jurisdictional determination prior to making a permit decision. Approved jurisdictional determinations are posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/>.

**6. STATE SECTION 401 WATER QUALITY CERTIFICATION.**

This Public Notice is being sent to the Wisconsin Department of Natural Resources and is considered by the District Engineer to constitute valid notification to that agency for water quality certification. A permit will not be granted until the Wisconsin Department of Natural Resources has issued Section 401 certification.

**7. HISTORICAL/ARCHAEOLOGICAL.**

This public notice is being sent to the National Park Service, the State Archaeologist, and the State Historic Preservation Officer to determine if there are known cultural resources which may be affected by the described work. Any unknown archaeological, scientific, or historical data could be lost or destroyed by the work described in the permit application. However, the latest version of the National Register of Historic Places has been consulted and no listed properties (known to be eligible for inclusion, or included in the Register) are located in the project area.

**8. PUBLIC HEARING REQUESTS.**

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, in detail, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided or if there is otherwise no valid interest to be served.

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**9. PUBLIC INTEREST REVIEW.**

The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. Environmental and other documents will be available for review in the St. Paul District Office.

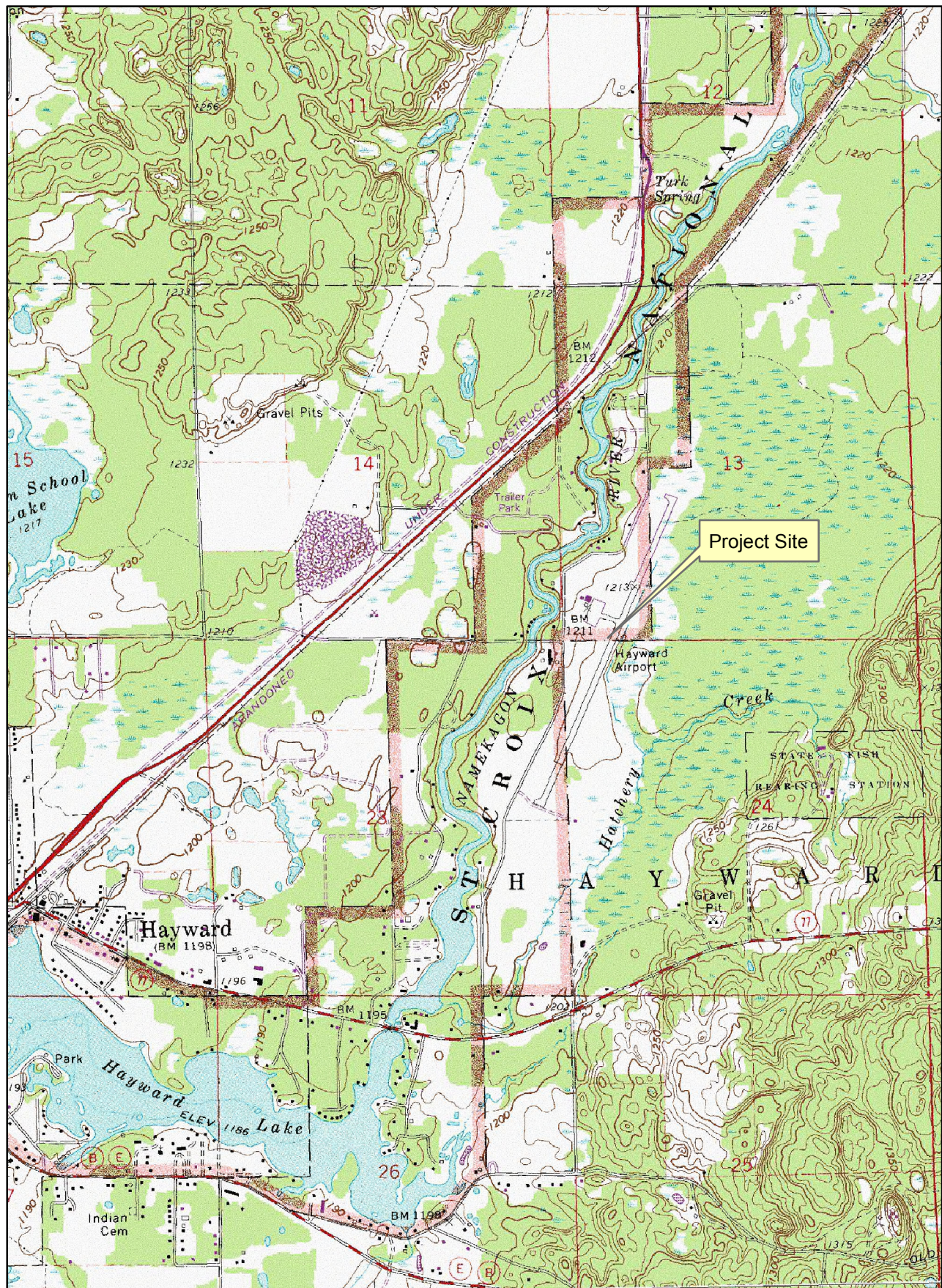
The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Jeffrey Olson  
Chief, Northeast Section

Enclosures

**NOTICE TO EDITORS:** This public notice is provided as background information and is not a request or contract for publication.







SUMMARY OF WETLAND IMPACTS (ACRES)								
WETLAND #	ROADWAY	S. TAXIWAY	N. TAXIWAY	ASOS CRITICAL AREA	GLIDE SLOPE CRITICAL AREA	RUNWAY SAFETY AREA	MALSR ACCESS ROAD	TOTALS
1	0.20	—	—	—	—	—	—	0.20
2	—	1.73	—	—	—	—	—	1.73
3	0.14	—	0.01	—	—	—	—	0.15
4	—	—	0.18	0.19	0.34	0.25	1.31	2.27
5	—	—	—	—	—	—	0.12	0.12
								4.47

WETLAND LEGEND			
	WET MEADOW WETLAND		CONIFEROUS SWAMP WETLAND
	SHRUB-CARR WETLAND		MIXED CONIFEROUS SWAMP WETLAND (THUJA OCCIDENTALIS)
	LOWLAND HARDWOOD FOREST WETLAND		CONIFEROUS SWAMP WETLAND (PICEA MARIANA)
	CLEARED SHRUB-CARR/ALDER THICKET /CONIFEROUS SWAMP WETLAND		SHALLOW MARSH WETLAND
	ALDER THICKET		

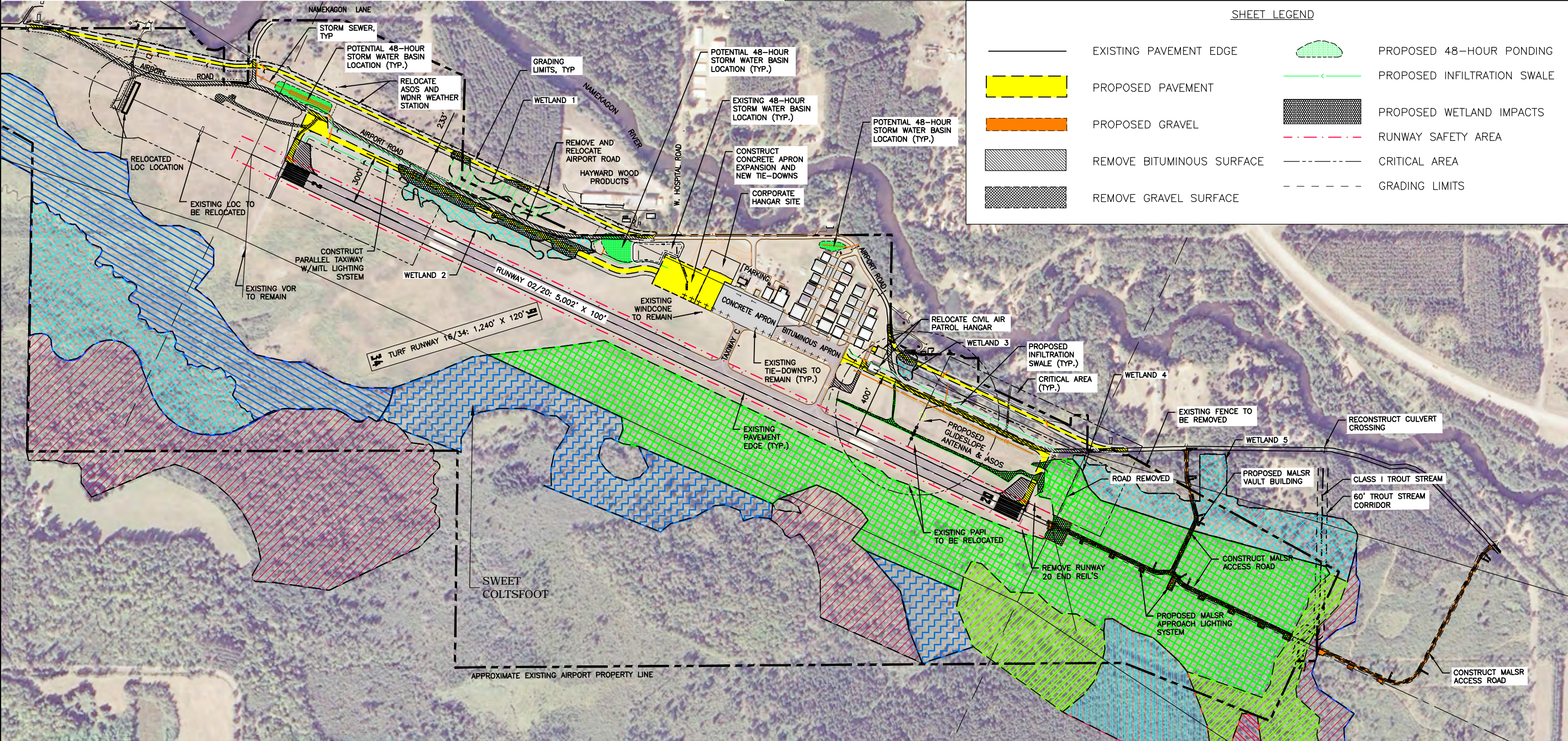








Exhibit B

No tree clearing within 60' wide trout stream corridor

Additional Clearing Area For MALSR Light Plane

MALSR Critical Area  
(To be cleared)

Glide Slope Critical Area

\* Selective trimming and removal was based on projections, per individual tree, of minimum trimming that would allow for clear 10' below airspace through 2013.

Projection is based on average annual growth for species.

Projections of mixed species classes were calculated using the highest growth rate of species within that class.

Object elevation data is based on 2008 aerial photography. Object top elevations are accurate to the best professional standard given the imagery quality.

Database is limited to those trees that were within 10 feet of Part 77 airspace obstruction surfaces in 2008.

Tree Species Information Table			
Species	Average Height (Feet)	Projected Annual Growth Over Next 10 Years (Feet/Year)	Maximum Live Crown Reduction (Feet)
Aspen	65	0.80	10
Jack Pine	49	0.50	10
Red Pine	66	1.00	10
Balsam Fir (Mixed Conifers)	41	0.30	15
Balsam Fir (Lowlands)	44	0.40	15
Black Ash (Swamp Hardwoods)	50	0.50	15
Black Ash (Lowlands)	<30	0.20	15
Black Cherry	43	0.90	15
Black Spruce	25	0.40	15
Cedar	32	0.30	15
Elm	59	0.80	15
Red Maple	54	0.90	15
Red Oak	45	0.70	15
Tamarack	31	0.20	15
White Pine	62	0.70	15
White Spruce	56	0.60	15

Source: Steigerwaldt Land Services, Inc.



**Legend**

**Proposed Tree Disposition\***

- Red circle: Removal
- Yellow circle: Selective Trimming

**Clearing Areas**

- Orange outline: Additional Area
- Purple outline: EA-Approved Area

**Property Boundary**

- Blue outline: Existing Airport Property

**Proposed Acquisition**

- Red outline: Fee
- Yellow outline: Avigation Easement
- Green outline: Access Easement

**Predominant Species**

- Red circle: Aspen
- Orange circle: Balsam Fir
- Yellow circle: Jack Pine
- Green circle: Mixed Conifers
- Blue circle: Red Pine
- Purple circle: Swamp Hardwood
- Light blue circle: Tamarack
- Dark blue circle: White Spruce

**Trout Stream Buffer**

- Blue circle: Survey Delineated

**Proposed Critical Areas**

- Black line: Primary Surface
- Red line: Critical Area
- Yellow line: 50' Height Restriction Area
- Blue line: Runway Protection Zone
- Green line: Approach Surface

**Proposed Improvements**

- Red square: Impervious Surface
- Black line: Maintenance Road
- Black dot: MALSR System

Source: FSA Aerial Photography



Sawyer County Airport  
Disposition Analysis for  
Natural Growth Obstructions  
Runway 20 Approach (34:1)

Figure 4.1A  
August, 2011



Exhibit C

Preferred Alternative

Localizer  
Critical Area

\* Selective trimming and removal was based on projections, per individual tree, of minimum trimming that would allow for clear 5' below airspace through 2013.

Projection is based on average annual growth for species.

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Object elevation data is based on 2008 aerial photography. Object top elevations are accurate to the best professional standard given the imagery quality.

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Cedar	32	0.30	15
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Tamarack	31	0.20	15
White Pine	62	0.70	15
White Spruce	56	0.60	15

Source: Steigerwaldt Land Services, Inc.



**Proposed Tree Disposition\***

- Red dot: Removal
- Yellow dot: Selective Trimming

**Tree Removal Areas**

- Orange outline: Additional Clearing Area
- Purple outline: EA-Approved Area

**Property Boundary**

- Blue dashed line: Existing Airport Property

**Proposed Acquisition**

- Yellow dashed line: Fee
- Red dashed line: Avigation Easement

**Predominant Species**

- Red hatched box: Aspen
- Green hatched box: Mixed Conifers
- Yellow hatched box: Jack Pine
- Green hatched box: Red Pine

**Proposed Critical Areas**

- Black line: Primary Surface
- Red line: Critical Area
- Yellow line: 50' Height Restriction Area
- Blue line: Runway Protection Zone
- Green line: Approach Surface

**Proposed Improvements**

- Red solid box: Impervious Surface
- Red dashed line: Maintenance Road

Source: FSA Aerial Photography



Sawyer County Airport  
Disposition Analysis for  
Natural Growth Obstructions  
Runway 2 Approach (34:1)

Figure 4.2A  
August, 2011